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CENTRAL INTELLIGENCE AGENCY

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COUNTRY East Germany

REPORT

SUBJECT Description of the Section
of Railroad Line between
Brandenburg and Genthin

DATE DISTR. 17 December 1956

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ENCLOSURE ATTACHED

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE

line section between Brandenburg and Genthin. description of the railroad
information on the permanent way, a description of the physical character-
istics of the line, signals, marshalling yards, and servicing and repairs
facilities.

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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GERMANY (SOVIET ZONE)Economic.Description of the section of Railway Line BRANDENBURG-GENTHIN.
(Mid October 1956)

In this report all distances are measured in Kilometres from
BERLIN OST-BAHNHOF.

1. Permanent Waya) Rails

- i) Gauge. Not stated.
- ii) Length of rails 15m. throughout the section but in the
Shunting Station KIRCHMOESER some are of 25 m.
- iii) Rails screwed to sleepers.

b) Sleepers

- i) Throughout the section sleepers are wooden. In
KIRCHMOESER some are iron and some of concrete.
- ii) Distance between sleepers 80 cm.

2. Description of Linea) Track

Single.

b) Stations

No new stations.

c) Passing Loops

From 77.8 Km. to 84 Km.

d) Bridges

- i) Masonry. At 70.2 Km., over a road.
Length 20 m.
Width 8 m.
Height 6 m.
- ii) Iron. At 72.4 Km., over the River PLANE.
Length 45 m.
Width 12 m.
Height 10 m.
- iii) Iron. At 76.8 Km., over the River BUCKAU.
Length 50 m.
Width 12 m.
Height 15 m.
- iv) Iron. At 80.2 Km., over a road.
Length 30 m.
Width 10 m.
Height 8 m.
- v) Iron. At 83.3 Km., over road to ZIESAR.
Length 25 m.
Width 12 m.
Height 8 m.

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25X1

- 2 -

vi) Iron. At 97.9 Km., over a road.
Length 40 m.
Width 15 m.
Height 8 m.

e) Tunnels
Nil.

f) Cuttings and Embankments

Artificially constructed slopes only at bridges.

g) Gradients and Curves

No steep gradients nor sharp curves.

h) Junctions

Nil.

3. System of Signalling

Over the section signals and points are mechanically operated, except in the stations, as below:-

BRANDENBURG

Points and signals electrically operated. In the goods station some points are mechanically operated. The control is at Signal box Brb Hv for the passenger station: at Signal boxes G B I and B 3 for the Goods Station.

Control is centralised for both Passenger and Goods Stations in Signal box Brb Hv.

KIRCHMOESER

Points and signals electrically operated. Control at signal boxes RA2, R3, RGO2, B6 and Kirchm.

Control is centralised from Signal boxes Kirchm and RGO.

GENTHIN

Points and signals electrically operated. At the Goods Station they are mechanically operated. Control at Signal boxes Geth and Ol.

Control centralised from Signal box Geth.

4. Marshalling Yards

There is a shunting station at KIRCHMOESER, length 1.5 Km.

5. Servicing and Repair Facilities

a) Engine Sheds

i) BRANDENBURG

1 Round-house, diameter about 60 m.
300 men are employed.

ii) KIRCHMOESER

2 Round-houses, diameter of each
about 40 m.
About 800 men are employed.

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25X1

- 3 -

iii) GENTHIN

1 Engine shed. Length 100 m.
Width 35 m.
Height 20 m.

25X1

b) Cranes

BRANDENBURG

3 steam cranes, 2 of which one at the Goods Station and the other is used for coaling locos.

KIRCHMOESER

There are 3 steam cranes for coaling locos and one Diesel crane in the Goods Station.

c) Railway Workshops

BRANDENBURG

There is one waggon works with 9 sheds; dimensions of each:-

Length 80 m.
Width 30 m.
Height 15 m.

Passenger and goods waggons are repaired.
A small number of waggons are also built.
About 1500 men are employed.

KIRCHMOESER

- i) There is one Locomotive Repair Works consisting of 5 sheds; dimensions of each:-

Length 100 m.
Width 30 m.
Height 20 m.

About 1000 men are employed.

- ii) There is a repair works for railway installations (signals, points, etc.), consisting of 3 sheds; dimensions of each.

Length 70 m.
Width 25 m.
Height 15 m.

About 550 men are employed.

6. Electrification of Track

Nil.

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